

proprietors may be guarded against casualties; yet 20s. would be a cheap conveyance for two hundred and twenty miles, and not one-third of the sum which is now paid to the mail or stage coaches; while the expedition with which the boat may proceed, in consequence of being small, may be equal to the speed of the stage coaches.

Thus we see that the small boats, from being suited to a slow progress, or to the most expeditious conveyance, and being also governed by one regular system, would produce numerous conveniences, well calculated to draw conveyance of all kinds to such canals.

But such convenience never can be attained on the lock principle, for evident reasons: small boats cannot pass locks sufficiently quick; a man could not pass one hundred feet lockage in less than one hour. But a four-ton boat may pass a plane whose perpendicular is two hundred feet in four minutes; besides the loss of water would be so great in locking small boats, as totally to exclude these quick movements; nor could the expedition be performed by a large boat, as the boat in itself is a load for the horse in a quick movement; this, together with the delay of locks, would prevent large boats from reaching London from Manchester in less than nine days, by the usual mode of navigating.

To the advantages enumerated, may also be added, the convenience of short trips to market, or quick communication to and from the manufactories, in the environs of great trading towns. In all such cases, farmers, or manufacturers, may have their private boats, which they may dispatch at pleasure, with

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the facility of a cart, without waiting for an allocation of interests to compose a cargo, as in large boats; and thus the small boats passing machinery are suited to the various kinds of trade, situations, and circumstances; and have a direct tendency to draw almost the whole carriage of a country into the channels of canal conveyance.